

COMMENTING on the proposed increase in the light dues at Hongkong, the *N. C. Daily News* (the Hongkong Government organ) says "It seems a pity not to keep Hongkong really a free port." Will Sir William quote this expression of opinion (as he was wont to do with Shanghai opinion when it agreed with his own) when he sends his next despatch to the Colonial Office?

Mr George Grimble gave the last of his organ recitals for the season yesterday afternoon in the Union Church. There was a good attendance. The recital was greatly enjoyed. Mrs. Sacke gave a beautiful rendering of "The Shepherd's" and "The Kings." The other items on the programme were well rendered by Messrs E. Miron and G. P. Lammert, and Mr Grimble's admirable playing was very much enjoyed.

A CORAL reef has just been discovered in the north of Luzon. The following are the details published by the *Cronica*—The Captain of the steamer *Hermion*, on a voyage from Baava to Nagardahan, off the island of Dalupri, N. of Luzon, encountered an unknown reef to the N.E. of Manila, N. lat. and 0.10.45 E. long. of Manila meridian. The danger lies to the S.W. of the island, and about three miles from its coast, and to the 53° W. of the island of Iras and about four miles from it.

New Piano and Organ Repairing Material and Machinery just to hand; also the latest Music. W. Robinson & Co.

At the close of the Union Church Bazaar at Shanghai on the 9th inst. it was found that no less a sum than \$5,800 had been realized.

The Chinkiang correspondent of the *N. C. Daily News* writes on the 9th inst.—H. M. Consul Mr H. F. Brady has been removed from this post and Mr W. R. Carles has returned. The latter will remain in Chinkiang and will receive a commission from his old friends. It is hoped that Mr Brady will soon be entirely recovered from his sickness.

We learn (says the *N. C. Daily News*) that Mr N. Schnucker, since 1883 Austrian Consul-General in Bombay, has been appointed Austrian Consul-General at Shanghai; he is expected here about the middle of January. With him comes Mr N. Post as Vice-Consul. Mr St. Tishler, since 1886 Secretary of the same Consulate here, has been transferred to Yokohama.

Mrs N. P. Anderson, wife of the popular commander of the Revenue cutter *Ping-pong*, has received information from Peking that the Emperor has conferred an Imperial decoration upon her for services rendered in connection with the Red Cross Society, which she was instrumental in organizing here during the late war—*China Gazette*.

A LARGE number of merchants and traders at Canton (says the *N. C. Daily News*) have consented to pay extra licen on all goods passing through their hands, such additional sum to be devoted to building extra forts at Humen, or Tiger Gate, at the entrance into the Canton river, and round about the vicinity of the city itself. Extra guns of the largest calibre are also to be bought from abroad for the purpose of increasing the force of the above additional line. The Likin Bureau of Canton has already issued proclamations on the above subject, praising the patriotism and generosity of the people of Canton.

News from native sources states that the Imperial Bank of China, the prospectus of which was formulated by H. E. Sheng Huanhui, Director-General of the proposed Great Western Railway, the Hanyang Iron Works, Imperial Chinese Telegraph Administration, and of the China Merchant's S.N. Co., and a Court Officer of the 4th grade, having been returned by the Throne to the satisfaction of the late Board of Revenue and Tsungli Yamen, has been favourably reported upon and will be established at about the same time as the Great Western Railway. American capitalists are said to be at the back of both bank and railway, and the Imperial expected soon on the subject of the bank—*N. C. Daily News*.

A COLLISION took place at Tientsin on the 28th November between the China Navigation Co.'s steamer *Nanchang*, Captain Findlayson, and the China Merchants' Steam Navigation Co.'s steamer *Ping-shan*, Captain Lowe. The *Ping-shan* was at anchor or under way, and the *Nanchang* was coming in about 10 o'clock at night with Pilot Talley on board. How the accident occurred it might perhaps be injudicious to say at present, but the result was that both vessels were damaged, fortunately to an extent that was not likely to affect the capabilities of the Taku Tug and Lighter Co.'s Dock Engine Works and have been repaired sufficiently to permit of their taking in cargo and proceeding on their voyage—*P. and T. Times*.

The following Tokyo telegram, dated 1st inst., is taken from the *Kobe Chronicle*—A report has been received by the Government from Mr. Mura, the Japanese Agent-Consul at Manila, stating that on the receipt of the news at Manila that a desperate battle was fought on 18th November between the Spanish army and the rebels, the latter being successful, the foreign Consul at Manila held a meeting and issued a notice to their respective nationals resident in the island advising them to take refuge in the respective Consulates, in case of the rebels advancing on Manila and endangering the lives of foreign residents. The Japanese Government has decided to dispatch a man-of-war to Manila for the protection of the Japanese residents there. The cruiser *Yoshino* has been ordered to leave Yokohama at 2 p.m. to-day. It is stated that the dispatch of the *Yoshino* has been ordered on the strength of reports that the rebel force is being greatly strengthened.

Mrs. Birkens reading. "Clothed in radiant robes, and surrounded by the smiling glances of a great throng, the young couple stood at the altar, the priest pronounced them man and wife. 'Must be of the first families,' suggested Birkens. 'Why? asked his wife. 'Adam and Eve were dressed in similar garments when they were married.'"

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

LONDON, December 13, 1896.

THE POWERS AND CRETE REFORMS.

Saad-Eddin, the Sultan's Envoy to Crete, is thwarting the execution of the reforms, and the Ambassadors have demanded from the Porte that he be recalled within forty-eight hours.

THE RUSSO-CHINESE TREATY.

The Russo-Chinese treaty published in Shanghai is denied at St. Petersburg, and the railway scheme is confined to the building of a short Chinese railway in Manchuria, connecting with West Siberia and the Vladivostok lines.

FOOTBALL.

The South has beaten the North, under Rugby rules, by one try to nil.

NEW JUDGE APPOINTED TO THE STRAITS.

Mr William Jones, at present Magistrate in Jamaica, has been appointed Judge to the Straits Settlements.

THE UNITED STATES AND THE VENEZUELA SETTLEMENT.

There is a strong popular opposition in the United States to the Venezuela agreement with Great Britain, but the President and the Government approve of it.

(Et Commercia.)

MORE TROOPS FOR THE PHILIPPINES.

Madrid, Dec. 2.

The direct steamer for the Philippines leaves Barcelona on the 9th instant, instead of the 6th, as previously announced, taking on board rigid companies of Cazadores.

The orders issued by General Azaraga, Minister of War, regarding the despatch of the fresh troops for the Philippines, are:—On the 15th Dec., the steamer *Magallanes* leaves Cadix with battalions Nos. 9 and 10 of the Cazadores; and from Barcelona the steamers *La de Liza* and *Antonio Lopez* with battalions Nos. 11 and 12.

On the 18th Dec., the steamer *Montevideo* will leave Valencia with battalion No. 13. On the 20th Dec., the steamer *Colon* will leave Barcelona with battalions Nos. 14 and 15, also of Cazadores.

ROYAL HONGKONG YACHT CLUB.

FOURTH CLASS RACE.

This race was sailed in very poor weather, and resulted in a walk-over for first place, but a good and rather exciting race for second place. The course was—From the Police Pier, Kowloon, round Kowloon Rock, Channel Rocks, Dinghy off Pier, leaving all to starboard (twice round); 13 miles. The following boats went over to the line to start:—

FIRST CLASS.

Activa, Mr. H. E. Pollock.
Metamor, Mr. T. W. Lammert.
Princess, Mr. Jas. McKillo.
Mail Marion, Mr. J. Hastings.
Phoebe, Mr. P. H. May.
Sylph, Mr. A. Denison.
Sylph, Mr. E. B. Chantidier.
Chantidier, Mr. C. A. Tomes.

SECOND CLASS.

Dart, Mr. Dr. Clark.
Payne, Mr. Officers R. E.
She, Mr. E. M. Hazeland.
Sileen, Capt. Phillips.
Seabreeze, Capt. Long.

When the gun went at 11.15, there was a very light east wind, but this blew away a few minutes after. Many of the boats had been able to get over to the line before the gun went, and for about half-an-hour the fleet might have been seen at anchor all over the harbour some half a mile to the south and others the same distance to the west of the starting line. At a little before mid-day, the *Phoebe*, *Sylph* and *Metamor* caught a light wind from the east, and started beating up towards Blackhead Point, beyond which there was a steady breeze. The *Phoebe* went away from the other two, got about an hour's lead round the Point, and had a sail over to herself and came in an easy winner. *Sylph* and *Metamor* kept pegging away against the flood tide, getting very little to windward each tack. In the meantime, *Erica*, which had been at anchor near the P. and O. buoy, was observed to make a tack towards Xammace as though going for a cruise, but shortly after appeared round Tsim-Tsu, Tsai Point close up to the Praya wall, and by getting into the small bay off Millers Point, kept on within a few fathoms of *Sylph* and *Metamor*, but was not able to clear Blackhead Point for some minutes after them. Then a race began between these three. The times round the Kowloon Rock were as follows: There, *Phoebe*, 1. 43. 30; *Sylph*, 1. 48. 30; *Metamor*, 1. 43. 30; *Erica*, 1. 46. 30; *Metamor*, 1. 28. 10; The *Metamor* gave up after the first round. A short beat in a good breeze brought the boats to Channel Rocks, where the times were: *Phoebe*, 1. 12. 30; *Metamor* and *Sylph*, 2. 6. 0; *Erica*, 2. 10. 14; *Metamor*, 3. 5. 0.

In the run down to the mark boat, the *Metamor* got in front of *Sylph*, and the times here were: *Phoebe*, 1. 51. 5; *Metamor*, 2. 41. 7; *Sylph*, 2. 44. 15; *Erica*, 2. 47. 17. The wind off Kowloon was about north-west, and *Erica*, *Sylph* and *Metamor* all closed up on the leaders of the second-class, who had not gone very far on their first round; and off the Dock Point there were five boats within a circle of 60 yards radius. *Erica* came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*, 4. 58. 30. All the rest of the fleet came away first into a light east wind, followed by *Sylph*, and after a reach Kowloon Rock was rounded as follows: *Phoebe* alone at 3. 7. 2, then *Erica*, 3. 55. 25; *Sylph*, 3. 58. 30; *Payne*, 3. 57. 15; *Metamor*, 3. 57. 40; *Dart*

Notices to Consignees.

STEAMSHIP DORODNE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Havre and Marseilles, are hereby informed that their Goods, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Underwriter.
Goods remaining unclaimed after Wednesday, the 16th December, at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before Wednesday, the 16th December, or they will not be recognized.
All Damaged Packages will be examined on Wednesday, the 16th December, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, December 12, 1896. 2488

STEAMSHIP TAMISE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamship *Guadiana*, from BORDEAUX or S.S. *Verdelme* in connection with the above Steamers are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 5 p.m. To-day (Thursday), the 16th Inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Underwriter.
Goods remaining unclaimed after Wednesday, the 16th December, at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before Wednesday, the 16th December, or they will not be recognized.
All Damaged Packages will be examined on Wednesday, the 16th December, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, December 10, 1896. 2501

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER *HYDASPES*.

FROM BOMBAY, COLOMBO AND
Straits.

CONSIGNEES of Cargo by the above-mentioned Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex s.s. *Andia*. From
Persian Gulf, ex s.s. *Alma*, *Asyria*,
Mohammed and *Mosul*.
Goods not cleared by the 16th Instant, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, December 10, 1896. 2490

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER *GANGES*.

FROM BOMBAY, COLOMBO AND
Straits.

CONSIGNEES of Cargo by the above-mentioned Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex s.s. *Peninsular* and *Himalaya*. From Persian Gulf, ex s.s. *Alma*, *Asyria*, *Mohammed* and *Mosul*.
Goods not cleared by the 16th Instant, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, December 14, 1896. 2535

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship
Yamaguchi Maru,
Capt. W. WARDLOVE,
will be despatched as
above on WEDNESDAY, the 16th Instant,
at 4 p.m.

This Steamer has superior Accommodation
for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, December 12, 1896. 2526

NIPPON YUSEN KAISHA.

HONGKONG-NAGASAKI LINE.

FOR SHANGHAI, CHEFOO, CHEMUL-
PO AND NAGASAKI.

The Co.'s Steamship
Souda Maru,
Capt. C. OLSEN, will
be despatched for the above
Ports on WEDNESDAY, the 16th
Instant, at 5 p.m.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, December 10, 1896. 2498

FOR SINGAPORE, HAVRE AND
HAMBURG.

(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL AND BREMEN.)

The Steamship
Thetis,
Capt. CHRISTENSEN, will
leave for the above
Ports on WEDNESDAY, the 16th
Instant, at 5 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, December 9, 1896. 2483

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND
NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship
Lohrnschiff,
Capt. A. HANSEN, will
leave for the above
Ports on about WEDNESDAY, the 16th
Instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, December 11, 1896. 2513

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship
Yamaguchi Maru,
Capt. J. CANTOW, will
be despatched for the
above Ports on THURSDAY, the 17th
Inst.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, December 9, 1896. 2489

GLEN LINE OF STEAM PACKETS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Glengyle,
Capt. McALLISTER, will
be despatched as above
on THURSDAY, the 17th Instant, at 4
p.m., instead of as previously authorized.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, December 9, 1896. 2469

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR SINGAPORE, COLOMBO AND
BOMBAY.

(Calling at TUTUORIN on the Homebound
Voyage.)

The Co.'s Steamship
Hirakawa Maru,
Capt. ANDERSEN, will
be despatched for the above
Ports on FRIDAY, the 18th December, at
5 p.m.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, November 25, 1896. 2376

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEEN-
SLAND PORTS, and sailing
through GORE to ADELAIDE, NEW
ZEALAND, TASMANIA, &c.)

The Steamship
Guthrie,
Capt. MCARTHUR, will
be despatched for the
above Ports on THURSDAY, the 24th
Instant, at 4 p.m.

This well-known Steamer is especially fitted
for Passengers, and has a Refrigerating
Chamber, which ensures a plentiful supply
of Fresh Provisions, Ice, &c., throughout
the voyage. This Steamer is installed
throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, December 14, 1896. 2534

FOR NEW YORK VIA SUEZ CANAL.

The German Steamship
Casius,
Capt. URSCH, will load
for the above Port, and will
be despatched towards end of
December.

For Freight or Passage, apply to
SIEMSEN & Co.

Hongkong, December 11, 1896. 2508

Shipping.

Steamers.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT
SAID, MARSEILLES, LONDON
AND ANTWERP.

The Co.'s Steamship
Yamaguchi Maru,
Capt. ALLEN, will be
despatched as above on
SATURDAY, the 17th December, at Noon,
instead of as previously advertised.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, December 11, 1896. 2260

MOGUL LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

(Calling at NAGASAKI if sufficient
inducement offers.)

The Steamship
Enryu,
Capt. SAW, will be
despatched for the above
Ports at Noon, on FRIDAY, the 18th
December.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, December 10, 1896. 2493

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.

(Under Mail Contract with the
Austrian Government.)

STEAM TO SHANGHAI & KOBE.

The Co.'s Steamship
Marquis Boeckelm,
Capt. G. COZZARZO, will
leave for the above Places
on SATURDAY, the 19th Instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, December 12, 1896. 2520

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship
Agamemnon,
Capt. STEVENS, will be
despatched as above on
SUNDAY, the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 12, 1896. 2456

FOR NEW YORK VIA SUEZ CANAL.

To FOLLOW THE S.S. *Adonia* and *Claverhill*.

The Steamship
Ballou,
Capt. TALLACK, will be
despatched for the above
Ports on or about the 22nd Instant.

To be followed by the
S.S. *Morven*,
on or about the 15th January, 1897.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.

Hongkong, December 10, 1896. 2500

Sailing Vessels.

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

The 100 A.T. Iron 4-mast Brit-
ish Barque
Matterhorn,
Capt. J. WILLIAMS, will soon
be ready to load for the above Port, and
will have quick despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.

Hongkong, November 28, 1896. 2369

FOR SAN FRANCISCO.

The British Barque
Sunbeam,
Rebecca, Master, will load
for the above Port, and
will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, December 7, 1896. 2471

FOR NEW YORK.

The 3/4 A.T. 3-m. Amer. Ship
Wilson, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, October 19, 1896. 2114

FOR NEW YORK.

The 3/4 A.T. American Barque
Penobscot,
Capt. MACREED, will load here
for the above Port, and will have
quick despatch.

For Freight, apply to
ARNOLD, KARBURG & Co.

Hongkong, November 30, 1896. 2408

GLEN LINE OF STEAM PACKETS.

FROM NEW YORK AND STRAITS.

The Steamship *Glengyle* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods are being landed at their risk
into the Godowns of the HONGKONG AND
KOWLOON WHARF AND GODOWN CO., LTD.,
at Kowloon, whence delivery may be ob-
tained.

Cargo remaining undelivered after the
18th Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages and/or shortages not
later than the 25th Instant, otherwise they
will not be recognized.

All broken, damaged and damaged Goods
are to be left in the Godowns, where they
will be examined on the 16th Instant, at
11 a.m.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, December 11, 1896. 2504

Mails.

Mails.

STEAM FOR

STRAITS, GUYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

The Steamship *ROHILLA*, Captain
F. N. COLE, carrying Her Majesty's
Mails, will be despatched from this
for BOMBAY, &c., on THURSDAY, the
17th December, at Noon, taking Passengers
and Cargo for the above Ports.

(This Steamer connects at Bombay with
the Steamship *ORIENTAL*, leaving that
Port for LONDON Direct on the 9th
JANUARY, 1897.)

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, December 8, 1896. 2433

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, DJIBOUTI,
EGYPT, MARSEILLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE AND BORDEAUX.

ALSO

POINTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 23rd December,
at Noon, the Company's Steamship
SAFARIE, Captain L. THOMAS, with
MAILS, PASSENGERS, SPACULE, and
CARGO, will leave this Port for MAR-
SEILLES via Ports of Call, without Trans-
shipment.

Cargo and Specie will be registered for
London as well as for Marseilles, and
accepted in transit for Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
a.m., Specie and Parcels until 3 p.m. on
the 22nd December. (Parcels are not to be
set on board; they must be left at the
Agent's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 10, 1896. 2492

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEEN,
SUETZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG;
PORTS IN THE LEVANT, BLACK
SEA & BALTI PORTS;

ALSO

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH-AMERICAN
PORTS.

The Company's STEAMERS will call
at SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

STRAIGHT TO ALGERIA.

Bayern..... Tuesday..... January 6.

Prinz Heinrich..... Tuesday..... February 2.

Preussen..... Tuesday..... March 2.

ON TUESDAY, the 5th day of January,
1897, at 9 a.m., the Company's
S.S. *BYERN*, Captain B. BLANK,
with MAILS, PASSENGERS, SPACULE,
and CARGO, will leave this Port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 2nd January.
Cargo and Specie will be received on
board until 4 p.m., on Monday, the 4th
January, and Parcels will be received at
the Agent's Office until 3 p.m. on the
day previous to sailing.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted
to United States, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fares, re-
serving tickets for China or Japan, may be
allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full, and must be received at
the Company's Office until 3 p.m. on the
day previous to sailing.

Consular invoices to accompany Cargo
despatched to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, December 3, 1896. 2432

